

Junction visibility assessment report

Assessment objective

This Assessment aims to provide a structured evaluation of the need to introduce double yellow line on a junction.

It provides the evidence base for any recommendations that are progressed for decision making.

The well established guidelines given in the Highway Code states that motorists: **DO NOT** stop or park (Department of Transport capitals and bold print):-

- *“anywhere you would prevent access for Emergency Services;*
- *opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;*
- *in front of an entrance to a property;*
- *on a bend”*

--- Highway Code, 2007 edition, rule 243

The Council as a Highway Authority can only enforce such restrictions if there are visible double yellow lines and corresponding traffic orders which relate to each restriction.

Reasons for double yellow lines on junctions

- The Highway Code contains rules that apply to England, Scotland and Wales. The Code exists to reduce road casualties, we all share responsibility to cut the number of deaths and injuries that occur on our roads.
- Although failure to comply with the rules of The Highway Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts to establish liability. This includes rules which use advisory wording such as ‘should/should not’ or ‘do/do not’.
- Rule 243 says “do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space”
- In the absence of yellow lines, the council does not have powers to enforce against vehicles parked dangerously on corners. The police retain that power but in practice they are unlikely to put resources into such enforcement, this led to the deciminsalisation of parking offences in 1991. Since 1991, local traffic authorities have taken over such enforcement but can only do so when yellow lines have been installed.
- We install double yellow lines on junctions to act as a visual message of unsuitable parking locations. They are installed to improve visibility between motorists, pedestrians and cyclists and to facilitate the movement of traffic (eg in narrow roads and to allow vehicles to turn at junctions) [a duty placed upon the authority under the Traffic Management Act 2004.](#)
- As part of any public realm project we will consider how road safety can be improved. It provides an opportunity for the council to be proactive (and not reactive after a possible event, i.e a collision).
- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. As mentioned above, the council has no power to deal with motorists parking dangerously on corners without the presence of yellow lines.
- We acknowledge that parking may be at a premium, however, safety and access take priority over the possible loss of parking spaces.
- By introducing double yellow lines at junctions and at pedestrian dropped kerbs we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.

Junction visibility assessment report

Junction	Talfourd Road / Talfourd Place		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

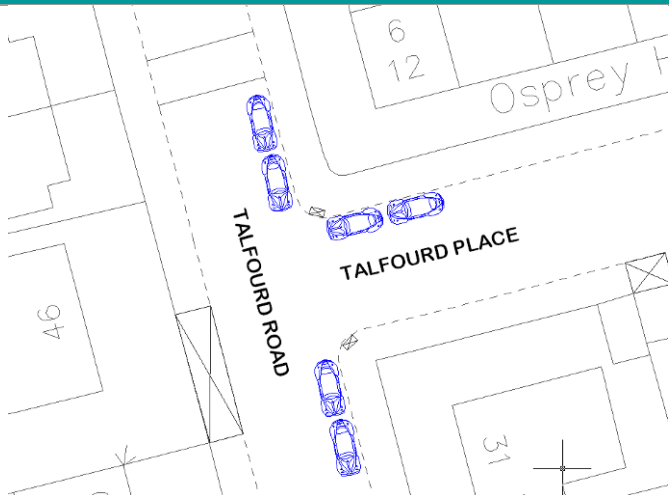
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking	
	<input type="checkbox"/> Wall / Fence	
	<input type="checkbox"/> Tree	
	<input type="checkbox"/> Street furniture	
Dropped kerb(s) at junction(s)	Yes	

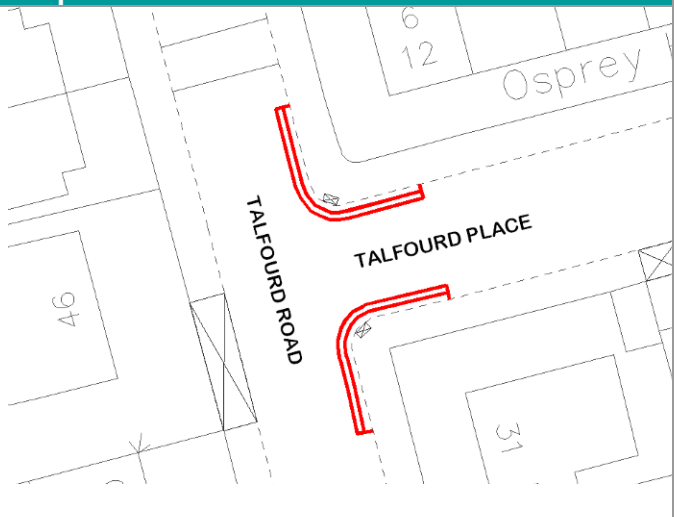
Photo 1 (looking north)

Photo 2 (looking south)



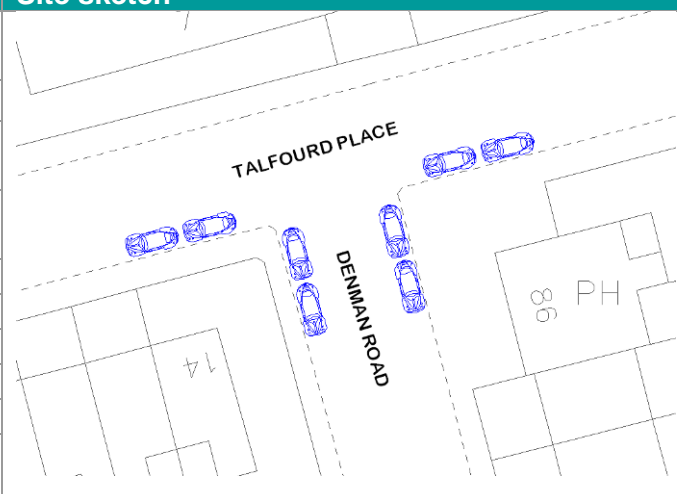
Aerial photo (Date unknown)

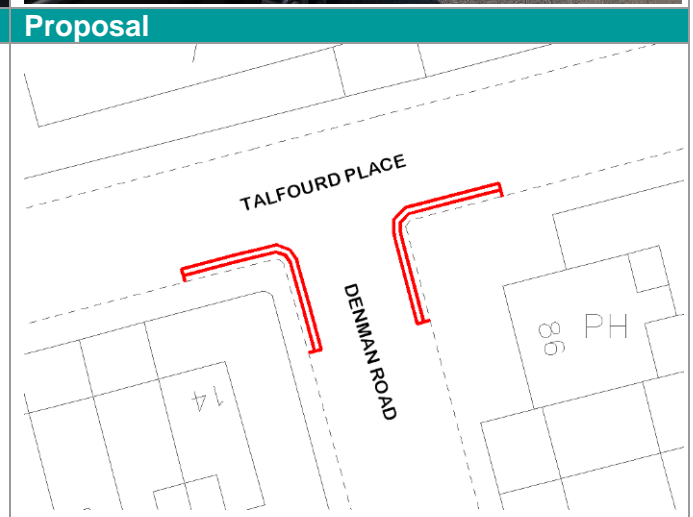
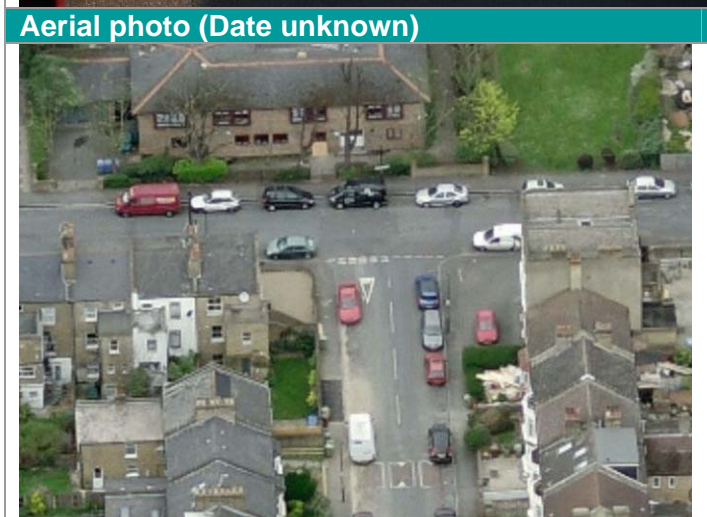
Proposal



Junction visibility assessment report

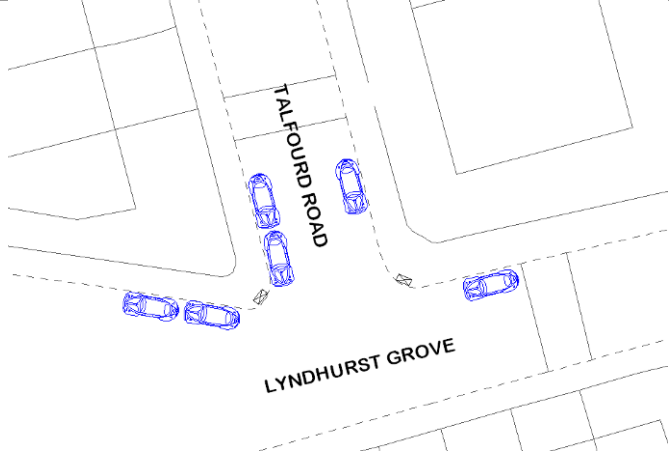
Junction	Denman Road / Talfourd Place		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

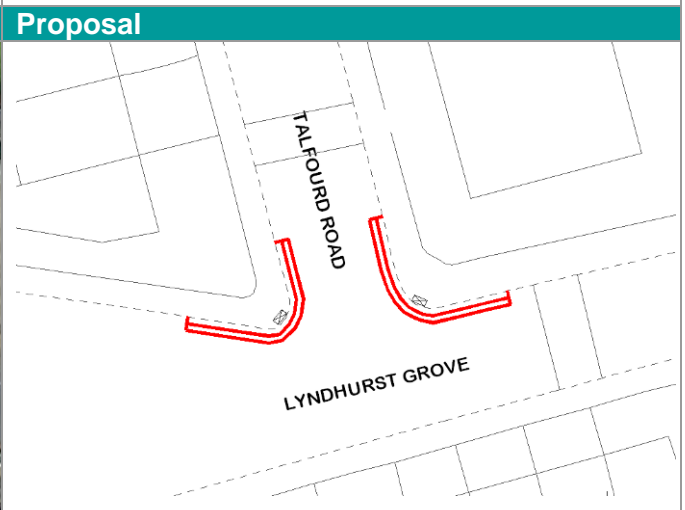
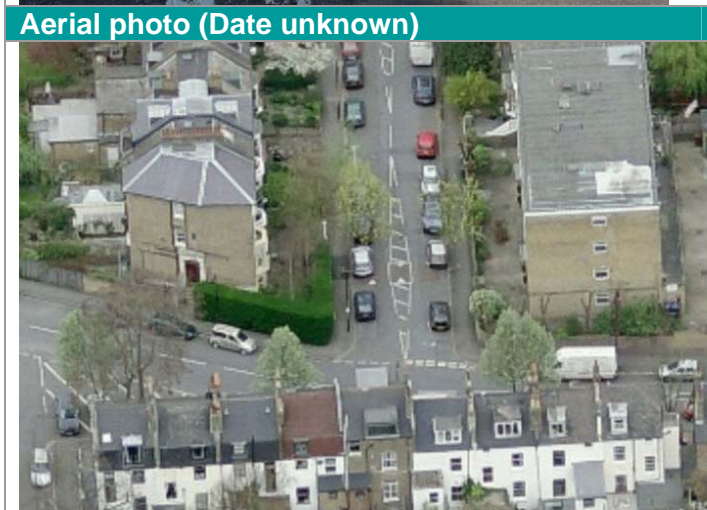
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence x Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	No	



Junction visibility assessment report

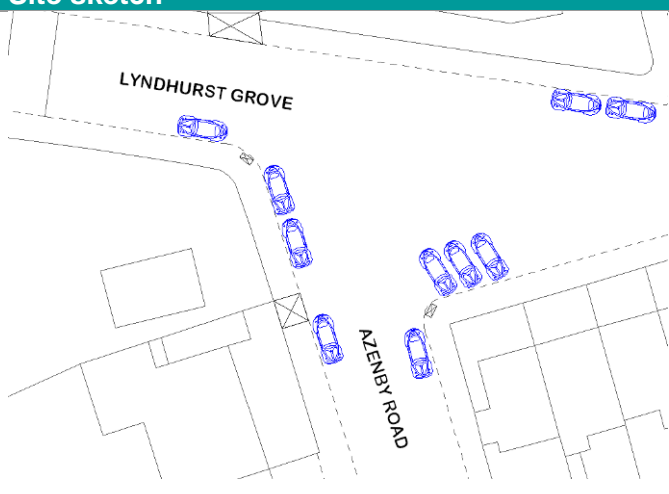
Junction	Talfourd Road / Lyndhurst Grove		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

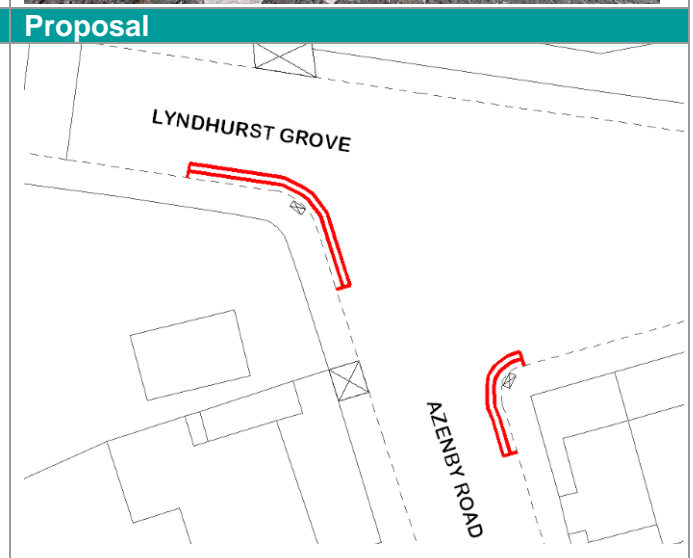
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	✓ Parking	
	✓ Wall / Fence	
	x Tree	
	x Street furniture	
Dropped kerb(s) at junction(s)	Yes	



Junction visibility assessment report

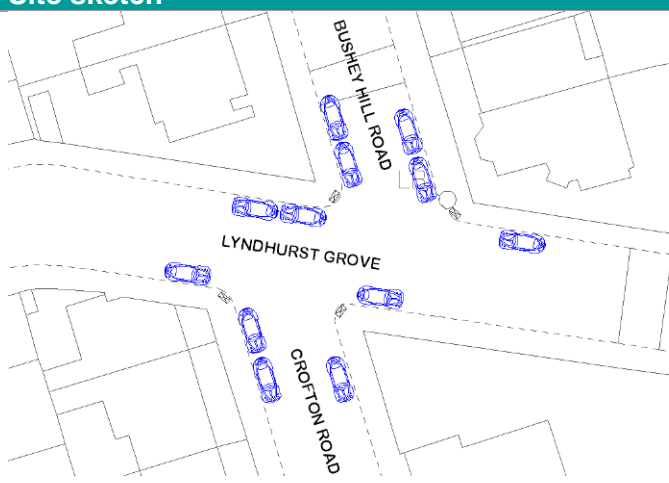
Junction	Azenby Road / Lyndhurst Grove		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

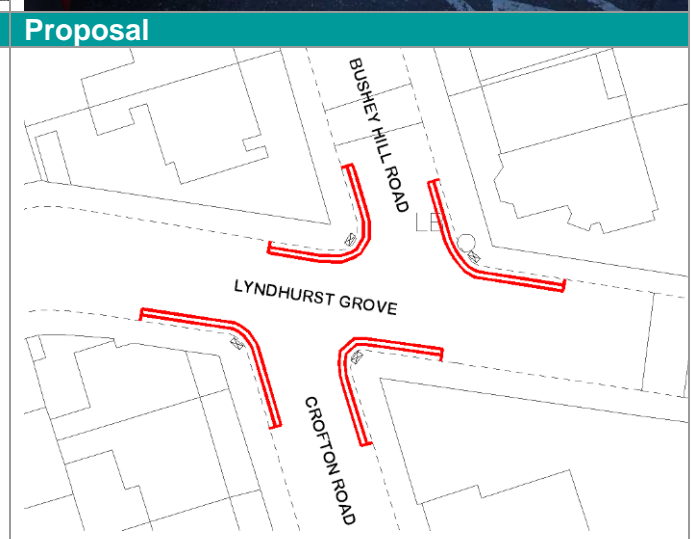
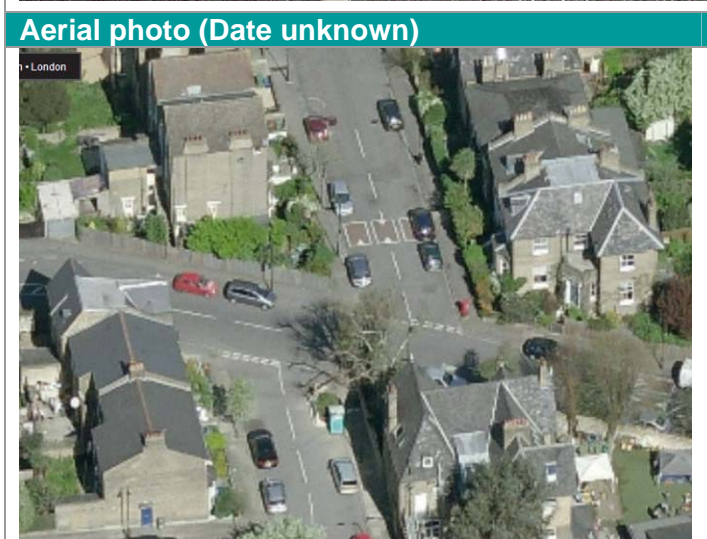
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input checked="" type="checkbox"/> Wall / Fence <input checked="" type="checkbox"/> Tree <input checked="" type="checkbox"/> Street furniture <input checked="" type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	



Junction visibility assessment report

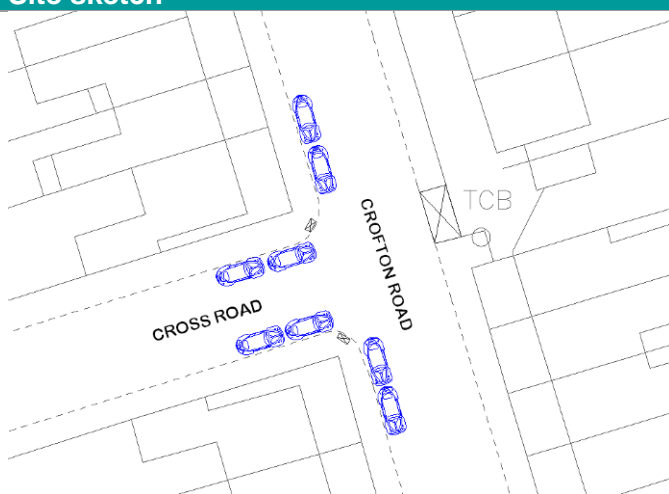
Junction	Bushey Hill Road / Crofton Road / Lyndhurst Grove		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

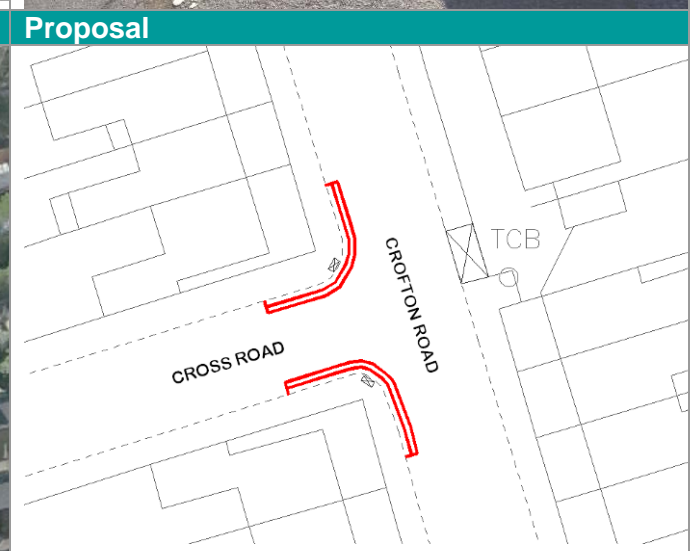
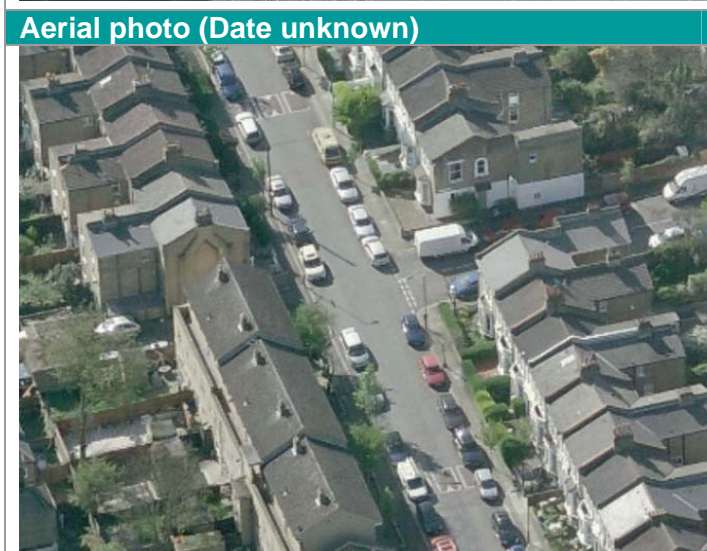
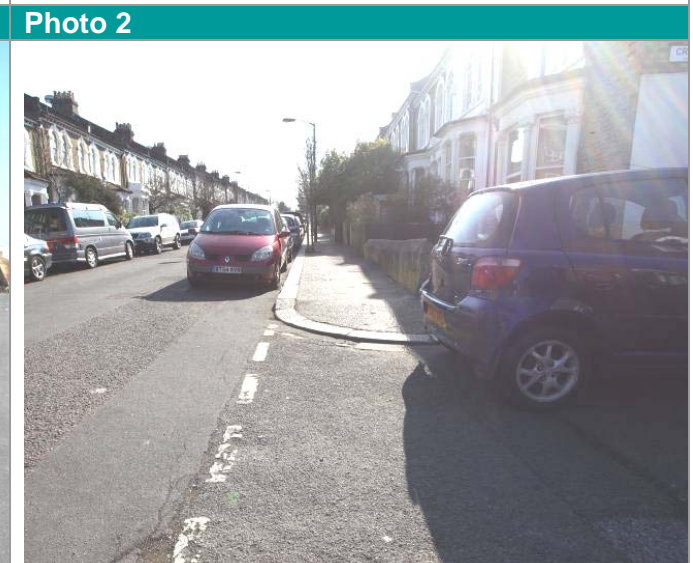
Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	Yes		



Junction visibility assessment report

Junction	Crofton Road / Cross Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking	
	<input type="checkbox"/> Wall / Fence	
	<input type="checkbox"/> Tree	
	<input type="checkbox"/> Street furniture	
Dropped kerb(s) at junction(s)	Yes	



Junction visibility assessment report

Junction	Shenley Road / Cross Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

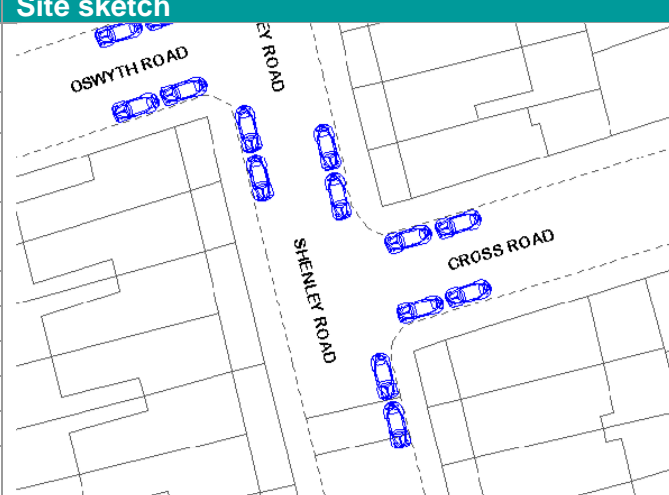
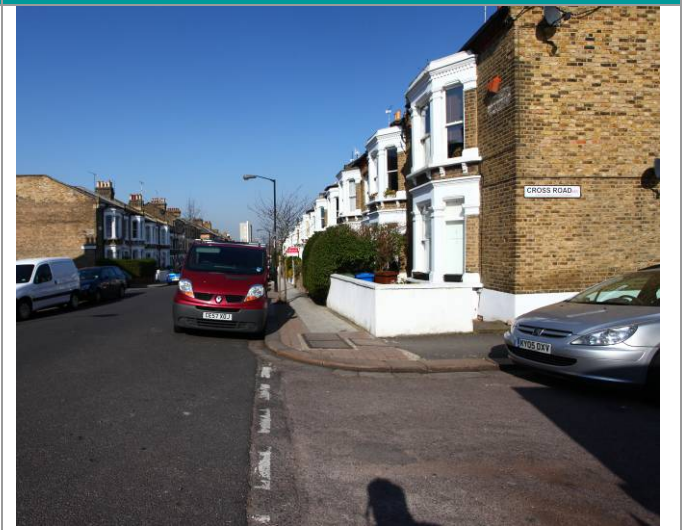
Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<ul style="list-style-type: none"> ✓ Parking x Wall / Fence x Tree x Street furniture x Other 	
Dropped kerb(s) at junction(s)	No	

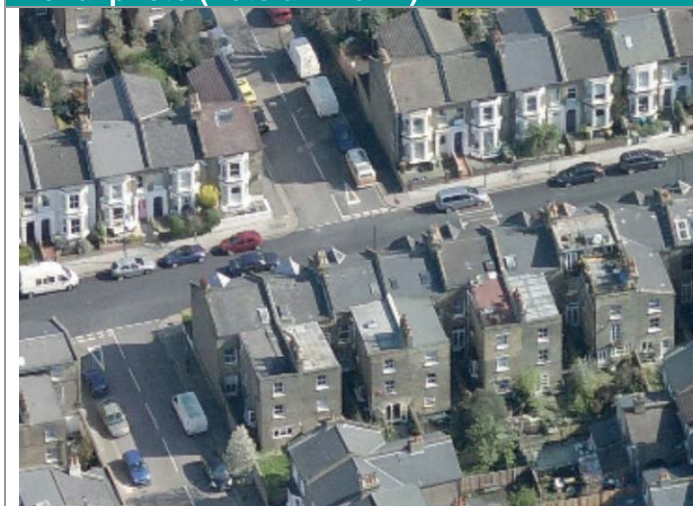
Photo 1



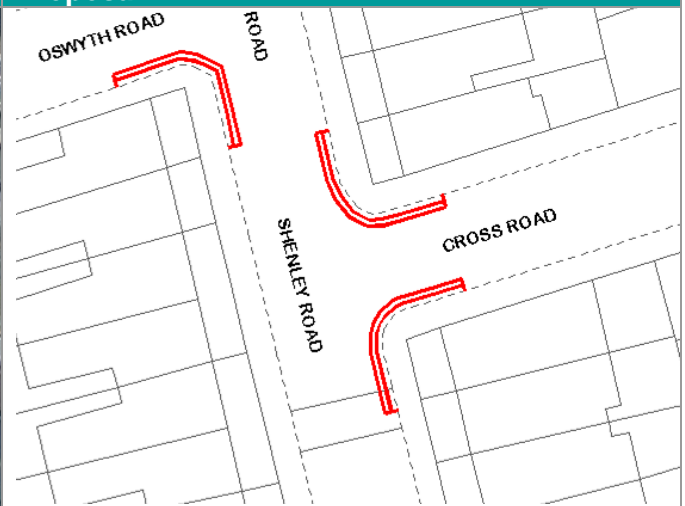
Photo 2



Aerial photo (Date unknown)



Proposal



Junction visibility assessment report

Junction	Shenley Road / Lyndhurst Grove		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

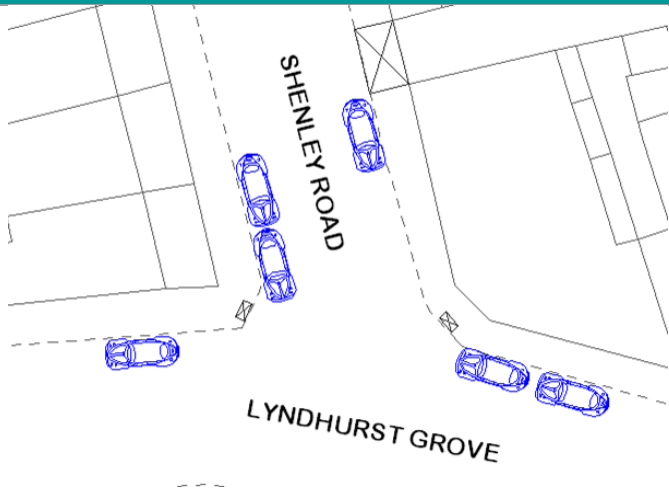
Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	Yes		

Photo 1



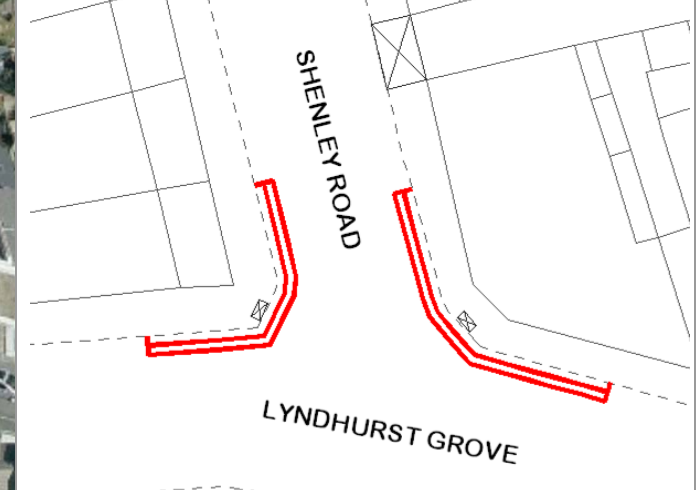
Photo 2



Aerial photo (Date unknown)



Proposal



Junction visibility assessment report

Junction	Shenley Road / Oswyth Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

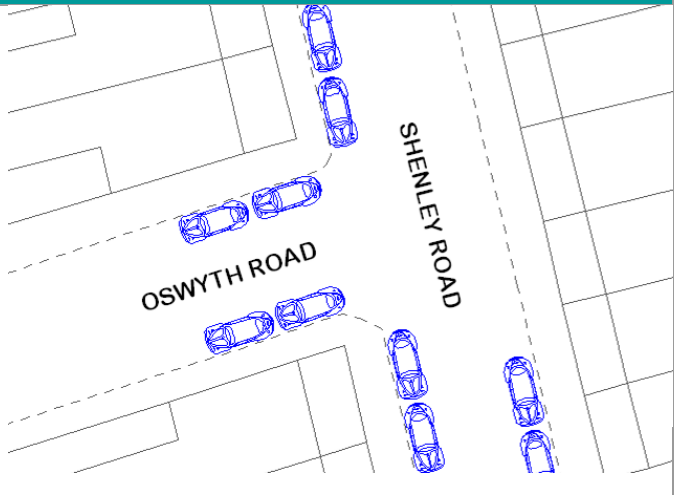
Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other		
Dropped kerb(s) at junction(s)	No		

Photo 1



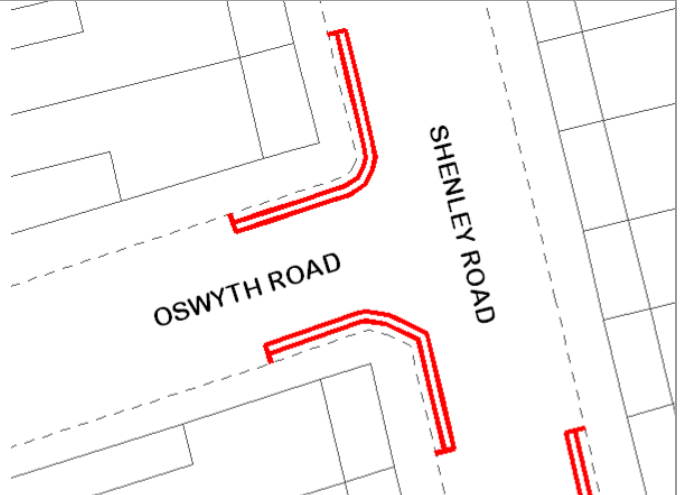
Photo 2



Aerial photo (Date unknown)

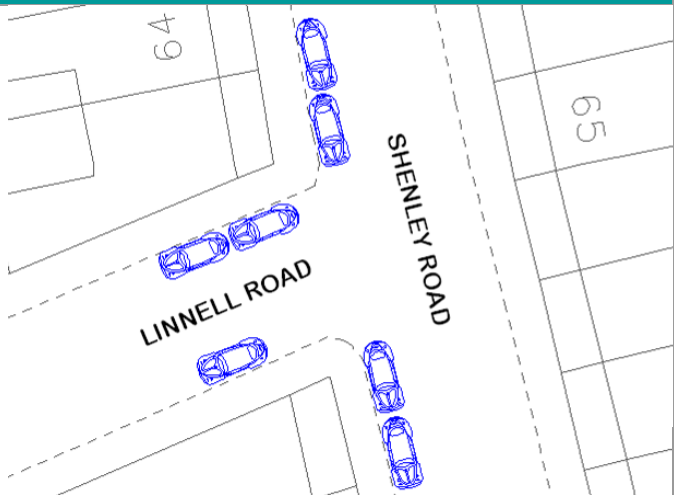


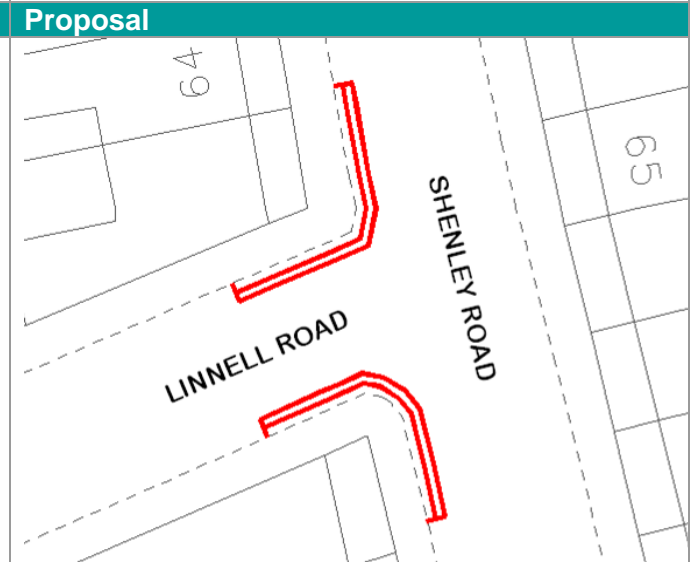
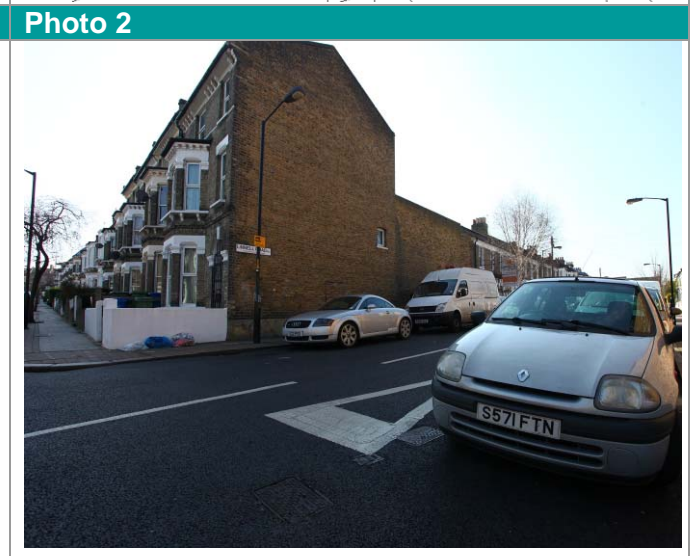
Proposal



Junction visibility assessment report

Junction	Shenley Road / Linnell Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	No		



Junction visibility assessment report

Junction	Shenley Road / Gairloch Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

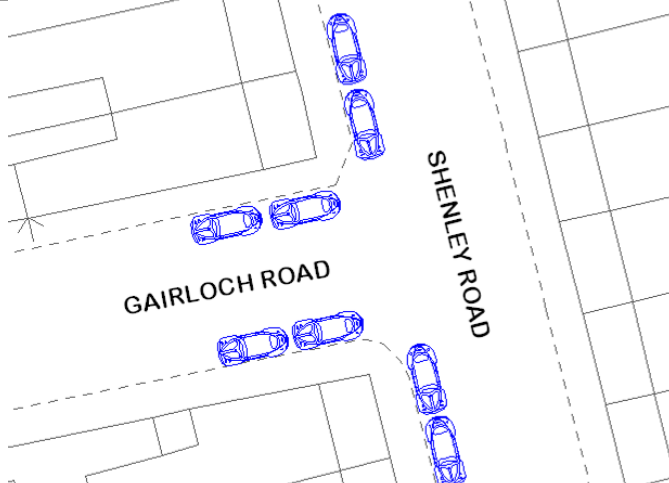
Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	No		

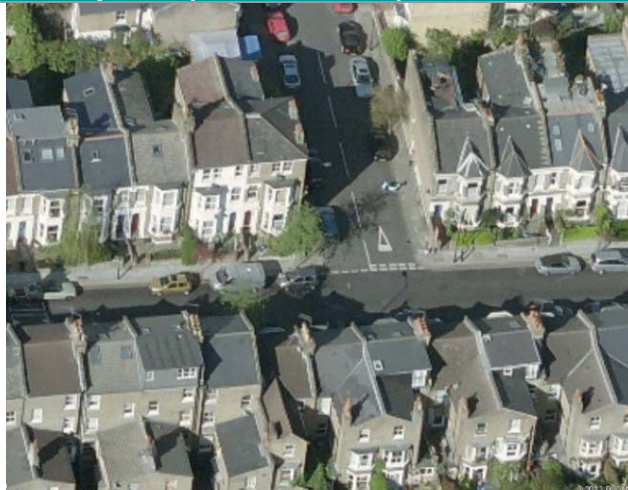
Photo 1



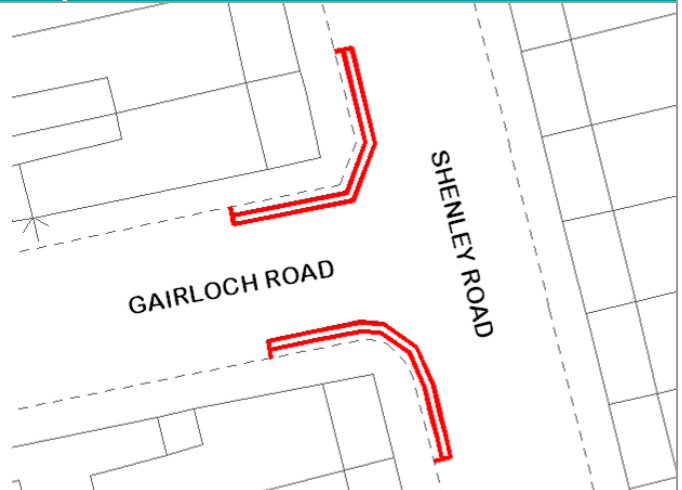
Photo 2



Aerial photo (Date unknown)

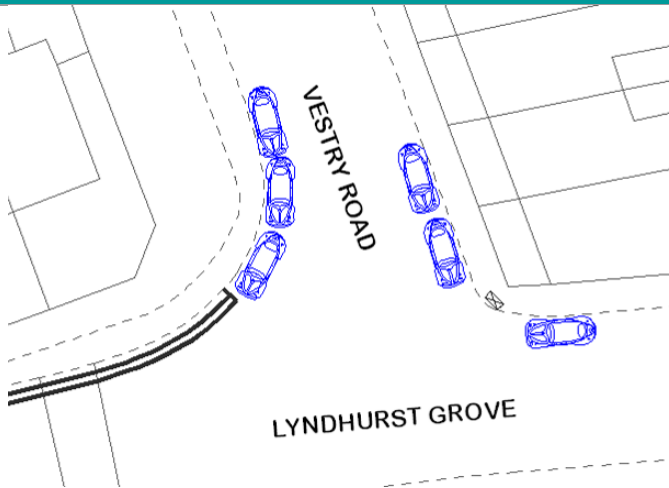


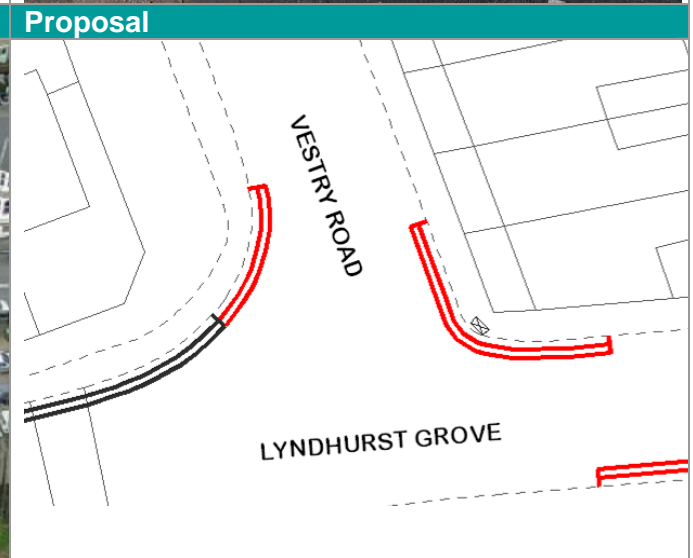
Proposal



Junction visibility assessment report

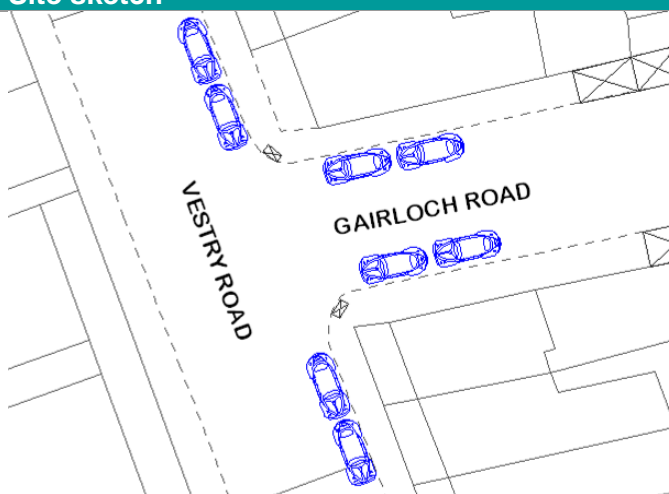
Junction	Vesty Road / Lyndhurst Grove		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

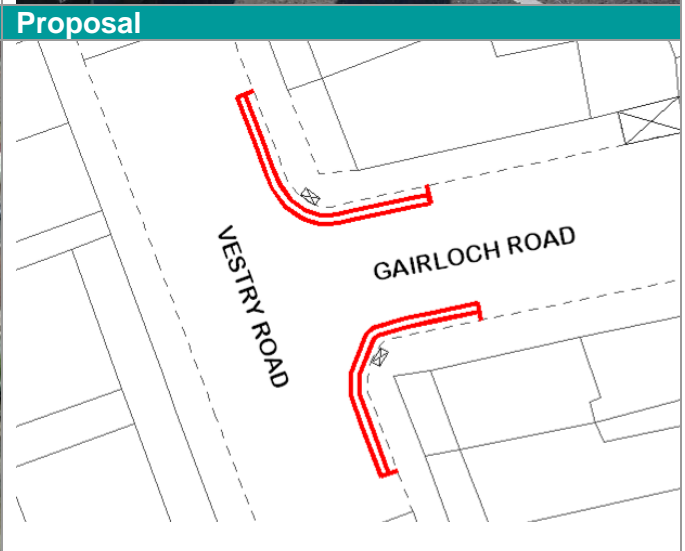
Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	Yes		



Junction visibility assessment report

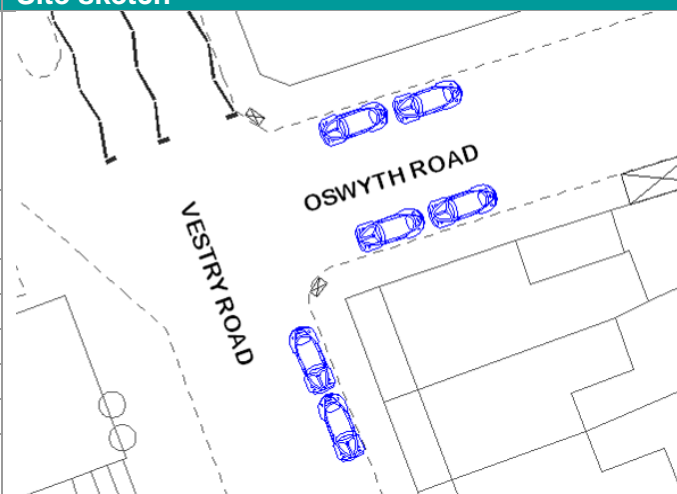
Junction	Vesty Road / Gairloch Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

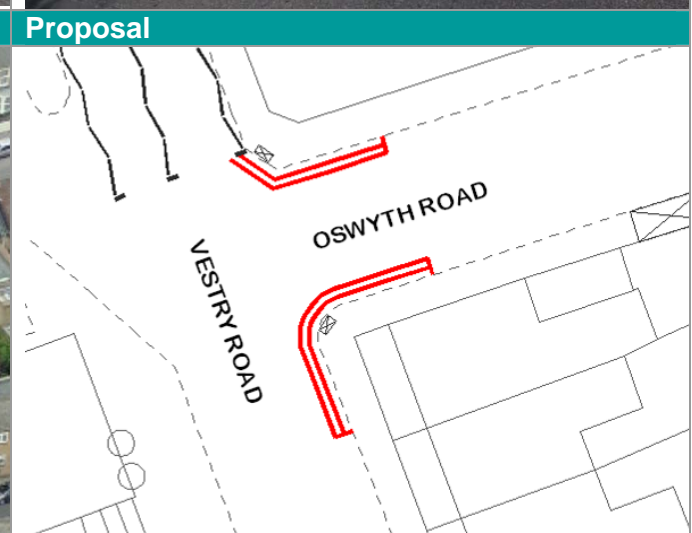
Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	Yes		



Junction visibility assessment report

Junction	Vesty Road / Oswyth Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

Site summary		Site sketch
Road classification	Local street single carriageway	
Speed limit	20 mph	
Vehicles parked within 0-5m of junction	Yes	
Vehicles parked within 5-10m of junction	Yes	
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking <input type="checkbox"/> Wall / Fence <input type="checkbox"/> Tree <input type="checkbox"/> Street furniture <input type="checkbox"/> Other	
Dropped kerb(s) at junction(s)	Yes	



Junction visibility assessment report

Junction	Vesty Road / Linnell Road		
Date	5 March 2013	Time	11am – 12pm
Assessing engineer	Paul Gellard / Tim Walker		

Site summary		Site sketch	
Road classification	Local street single carriageway		
Speed limit	20 mph		
Vehicles parked within 0-5m of junction	Yes		
Vehicles parked within 5-10m of junction	Yes		
Features reducing inter-visibility	<input checked="" type="checkbox"/> Parking		
	<input type="checkbox"/> Wall / Fence		
	<input type="checkbox"/> Tree		
	<input type="checkbox"/> Street furniture		
Dropped kerb(s) at junction(s)	Yes		

